

2. EXISTING CONDITIONS

2.1 ANALYSIS OF EXISTING CONDITIONS

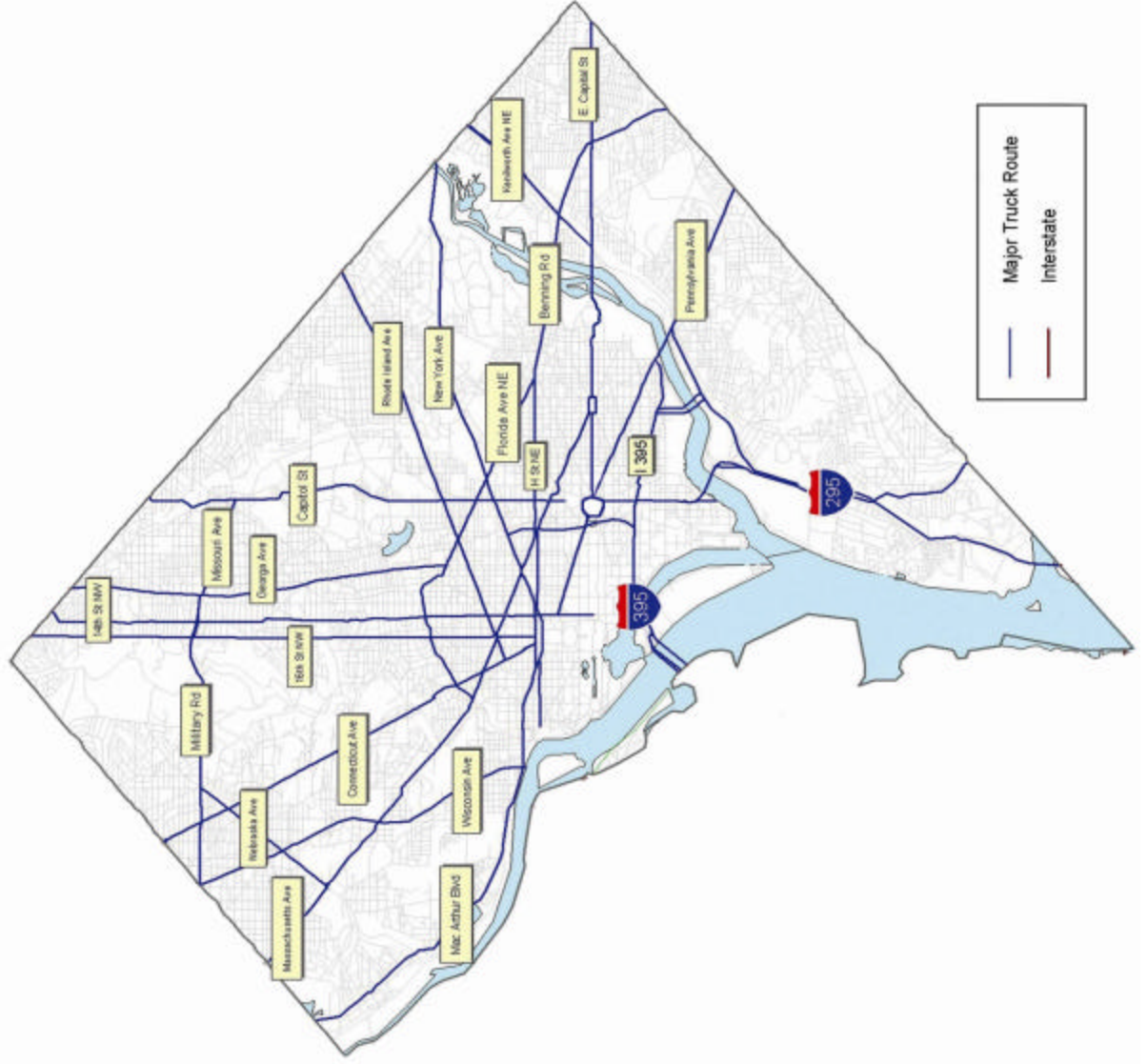
This section describes the data on existing conditions for truck travel in the District of Columbia (the District) that Volpe gathered. Because time and financial resources did not allow for traffic counts, Volpe relied exclusively on data previously collected or compiled by DDOT and other organizations. To gather existing data, Volpe contacted local and regional agencies, including the DDOT Traffic Services Administration (TSA), the Metropolitan Washington Council of Governments (MWCOG), the District of Columbia Office of Planning, the District of Columbia Department of Public Works (DPW), the Metropolitan Police Department (MPD), and the Virginia and Maryland Departments of Transportation (VDOT and MDOT). Volpe collected additional anecdotal information, such as the most important truck routes in the city, through interviews with various stakeholders including business organizations, delivery companies, and Advisory Neighborhood Commissions (ANCs).

2.2 TRAFFIC CHARACTERISTICS

2.2.1 Truck Travel Patterns

While the District does not currently have designated truck routes, there are streets that have become de facto truck routes, as shown in Figure 1. The following list, based on information obtained from interviews with various stakeholders and on-site inspections, contains the major travel routes for trucks:

- 14th Street NW
- 16th Street NW
- Benning Road SE-NE—H Street NE-NW
- Connecticut Avenue NW
- Florida Avenue NW
- Georgia Avenue NW
- Interstate 295
- Interstate 395
- Kenilworth Avenue NE
- Massachusetts Avenue NW
- Military Road NW
- Missouri Avenue NW
- New York Avenue NW
- North Capitol Street NE-NW
- Pennsylvania Avenue SE-NW
- Rhode Island Avenue NE-NW
- South Capitol Street SE
- Key Bridge
- Whitehurst Freeway
- Macarthur Boulevard
- Wisconsin Avenue NW

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Figures 2 and 3 show a sampling of the major truck trip generators in the region and in the District. While the facilities shown are a subset of all the facilities, the map gives an idea of the areas of concentration of major facilities. Most industrial centers, food and other distribution facilities, trash transfer stations, and other major truck-trip-generating facilities are located outside the District along major highways. Within the District, facilities such as shopping malls, universities, warehouses, and major Federal facilities are concentrated near downtown and in the eastern and western parts of the District, with few facilities in the largely residential areas in the northern and southern part of the District.

Major truck operators interviewed for this study agreed that there is almost no truck traffic in the District that does not have its origin or destination within the District; that is, there is almost no truck through-traffic. The major points of origin for truck traffic are warehouses located in Maryland and Virginia. Much of the large-truck traffic entering the District is destined for transfer points located along the New York Avenue corridor. Many of these goods are loaded into smaller trucks and delivered to businesses in the downtown area.

2.2.2 Traffic Count Data

DDOT regularly collects Highway Performance Monitoring System (HPMS) traffic count data as required by the Federal Highway Administration (FHWA). These data consist of yearly average annual weekday traffic counts at selected locations. Figure 4 shows the trend in traffic volume in the District aggregated by year between 1995 and 2000. Not surprisingly, the figure shows that traffic in the District is increasing.

Figure 4. Traffic Trends in the District, 1995-2000

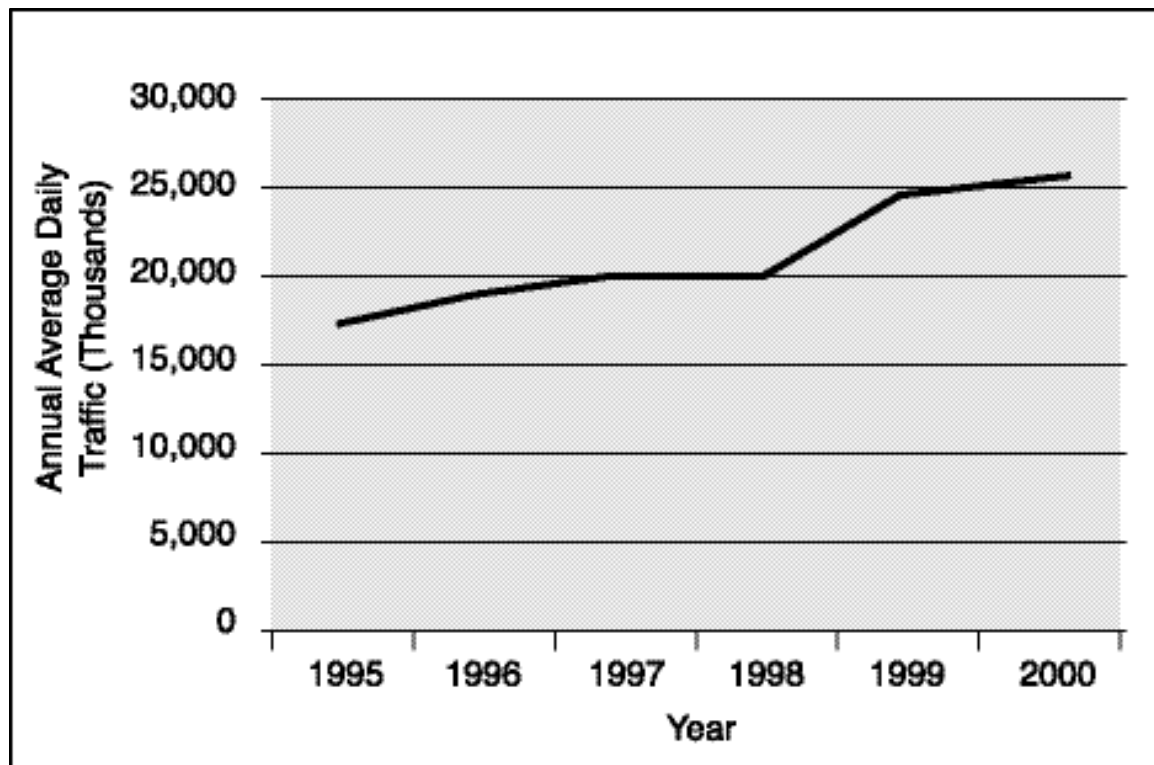


Figure 2. Major Truck Trip Generators in the Greater Washington DC Region

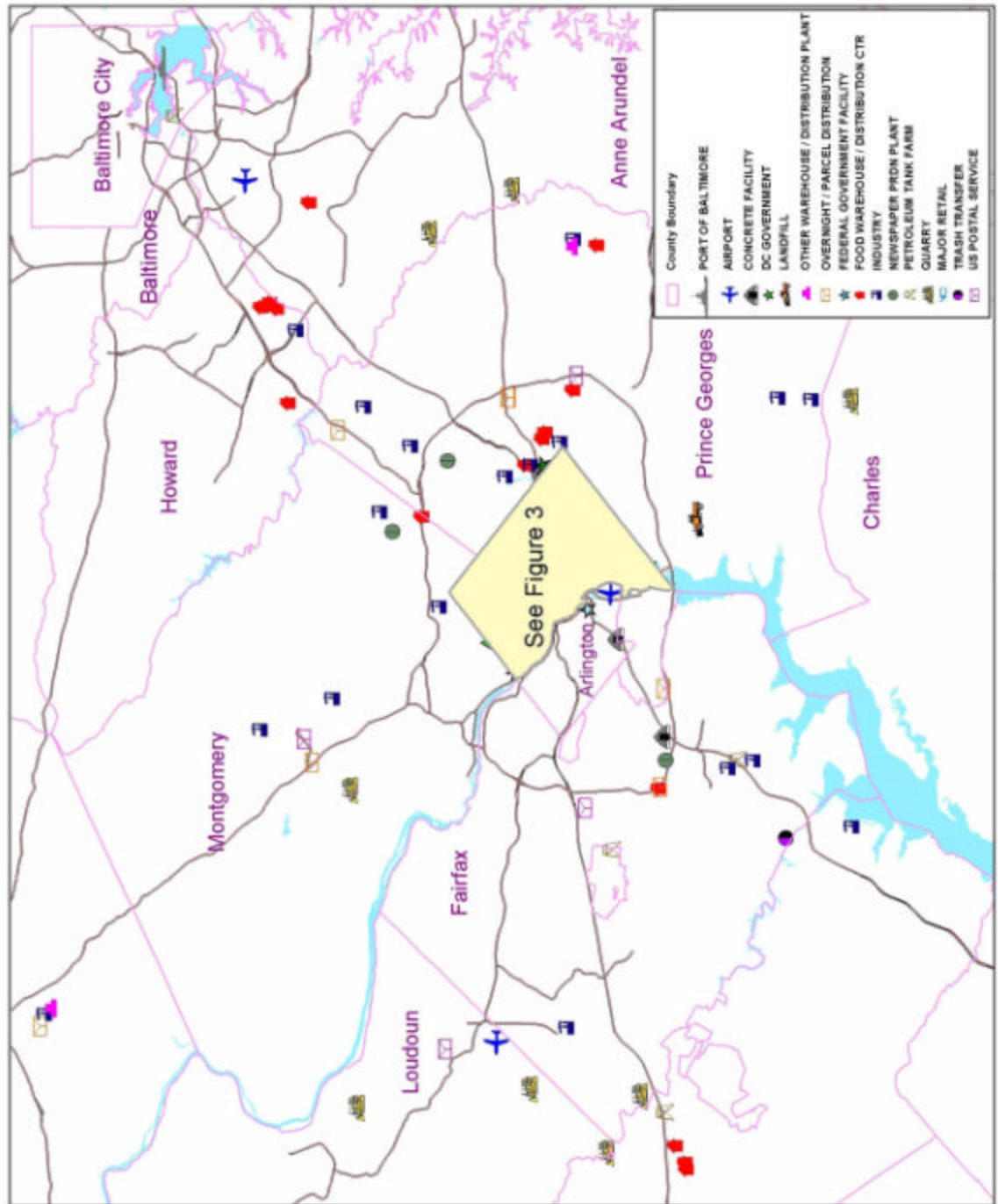
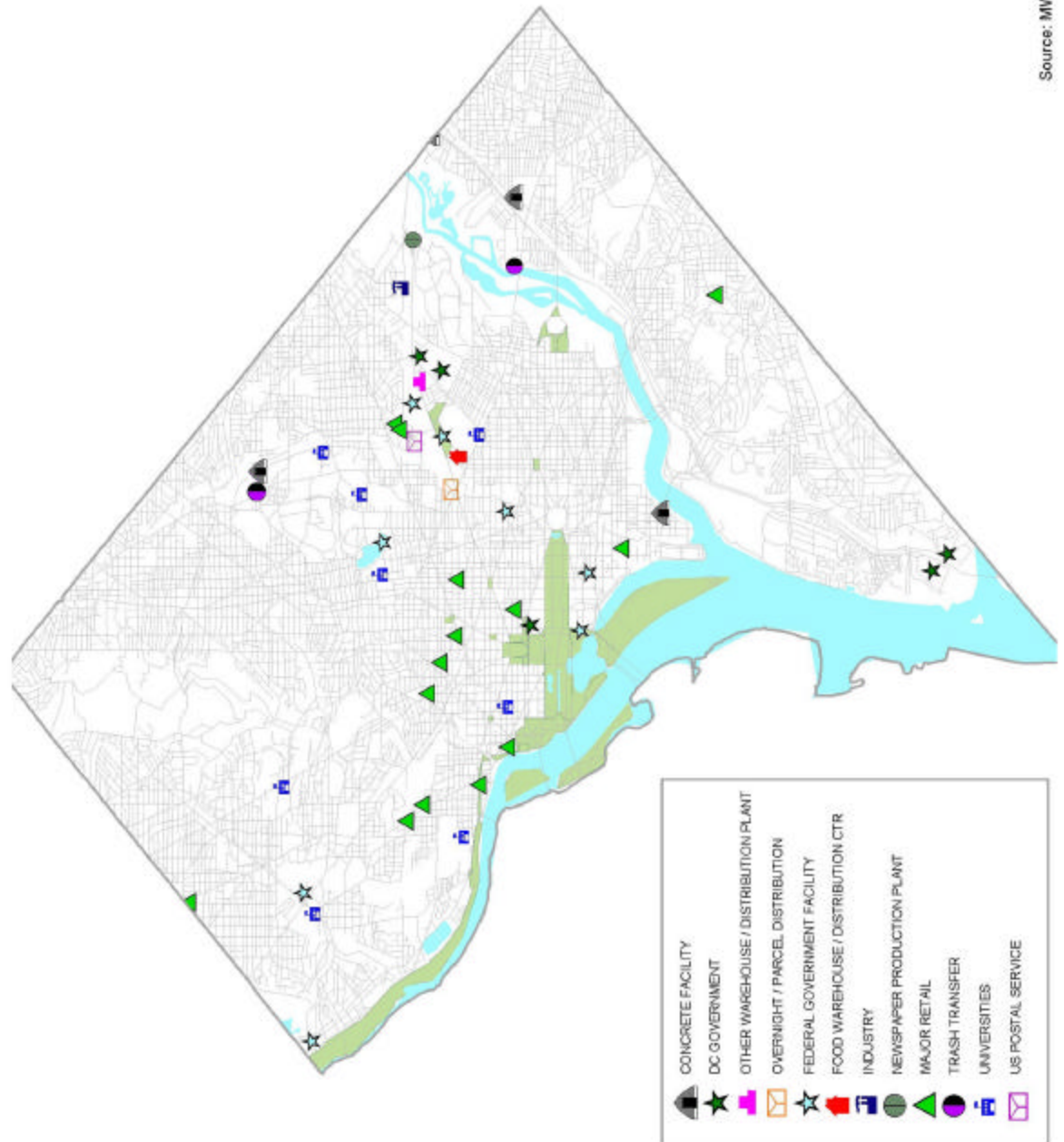


Figure 3. Major Truck Trip Generators in the District



Source: MWCOG

While these data show the general trend of traffic in the District, this study required more detailed traffic data to generate traffic forecasts. Of about 1800 traffic counts available from DDOT (including counts from permanent counters, portable machine counters, manual counts, upgraded counts, and estimates), only about 600 locations had volumes recorded for all years between 1995 and 1999. Analysis of these data showed a decrease in traffic volume during the late 1990s. Since a decrease in traffic volume is counter to expectations and not consistent with the HPMS data above, Volpe, in consultation with DDOT, decided that the available data were not reliable and comprehensive enough to use for forecasts of truck volumes.¹ However, a limited number of manual counts from DDOT and cordon line truck counts from the Metropolitan Washington Council of Governments (MWCOC) and VDOT were available and usable for other, less comprehensive analyses presented at various points throughout this report. DDOT is currently working with a consultant to re-engineer its traffic monitoring system and improve the quality of data collection and reporting.

Volpe obtained information about vehicle characteristics and traffic composition from DDOT manual traffic counts and counts available from the VDOT website for border locations. These counts categorize vehicles into 13 classes, shown in Table 1. Note that classes 11, 12, and 13 trucks (double-trailer vehicles) are not legal in the District without a special permit.

2.3 TRUCK TRAFFIC IN THE DISTRICT OF COLUMBIA

Truck traffic in the District is analyzed in two parts: (1) the regional context, to understand the origins and destinations of truck traffic, and (2) the traffic conditions within the District itself. These two contexts are discussed in the following sections.

2.3.1 Inbound and Outbound Truck Traffic

Two sources of data were used to assess the number of inbound and outbound trucks in the District: MWCOC's 2003 DC City Line Cordon Count, which counted inbound and outbound vehicles at various locations along the District boundary, and DDOT TSA's manual counts.

The MWCOC data in Figure 5 show truck volumes at various locations inbound between 5 AM and 10 AM and outbound between 3 PM and 8 PM. Note that these counts are not comprehensive. They do not include midday or nighttime counts; nor do they include data for the non-peak direction. Therefore, inbound and outbound trips are not equal. These data take into account trucks with 2 axles, 4 tires and larger.

Figure 5 shows that the majority of trucks entering the District are smaller vehicles traveling inbound from 5 AM to 10 AM. The highest volumes are found on New York Avenue, Kenilworth Avenue, and Interstate 395. Roads with the highest percentage of large trucks include Pennsylvania Avenue, the Anacostia Freeway, and Interstate 395.

¹ This meta-analysis may have yielded suspect results because of faulty counting equipment or because of methodological differences among the various types of traffic counts agglomerated in the analysis.

Table 1. FHWA Vehicle Classification Scheme


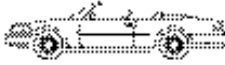

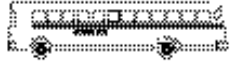



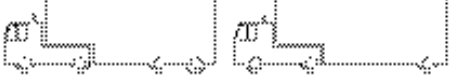
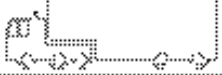
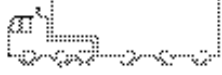
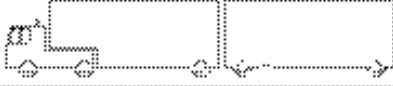

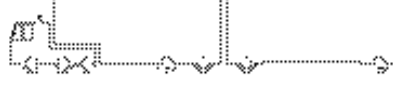
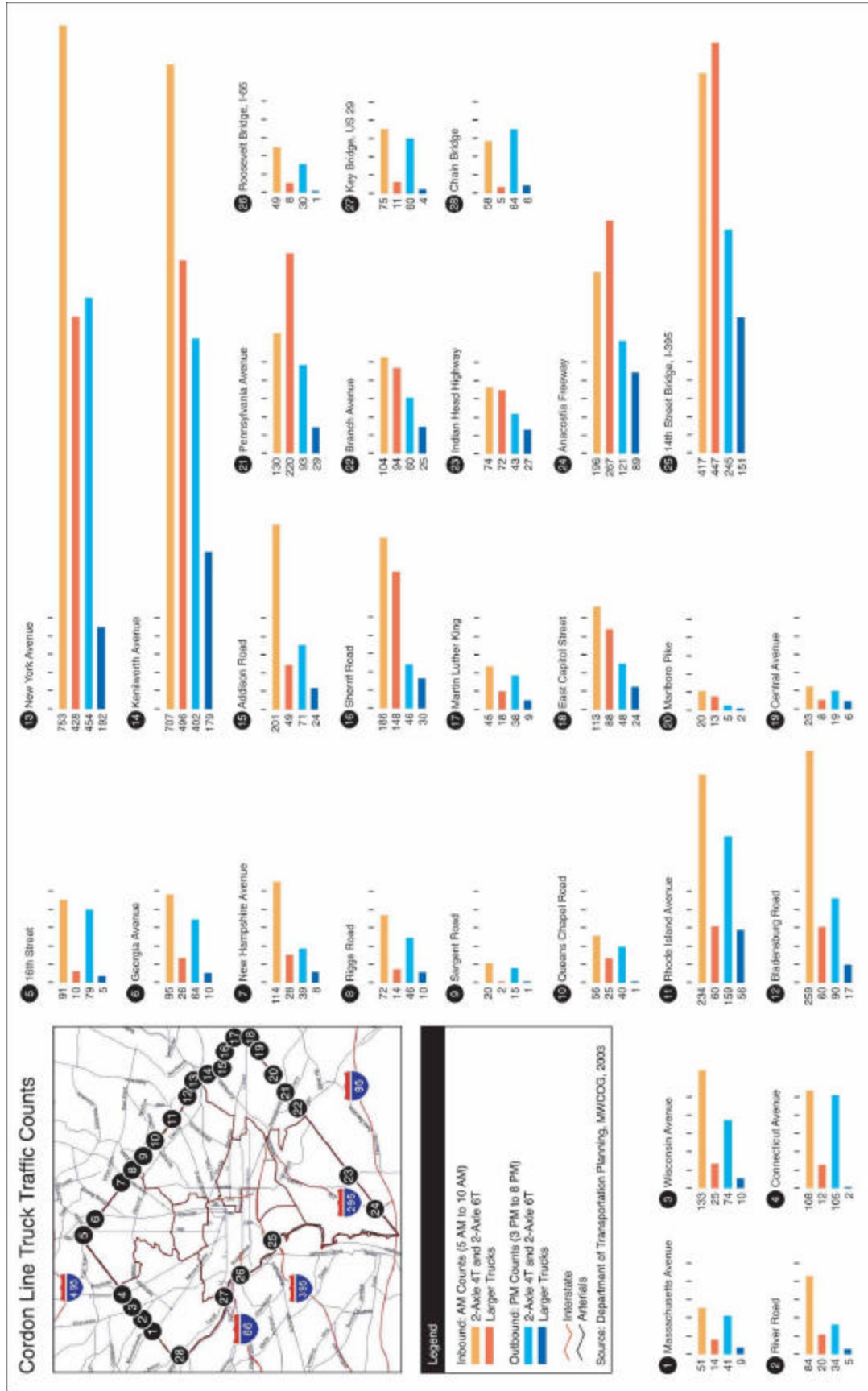
Class No.	Vehicle Description	Picture
1	Motorcycle	
2	Passenger Cars	
3	Other two-axle, four-tire, single-unit vehicles	
4	Buses	
5	Two-axle, six-tire, single-unit trucks	
6	Three-axle, single-unit trucks	
7	Four-or-more-axle, single-unit trucks	
8	Four-or-less-axle, single-trailer trucks	
9	Five-axle, single-trailer trucks	
10	Six-or-more-axle, single-trailer trucks	
11	Five-or-fewer-axle, multi-trailer trucks	
12	Six-axle, multi-trailer trucks	
13	Seven-or-more-axle, multi-trailer trucks	

Figure 5. MWCOG's 2003 District of Columbia City Line Cordon Count



DDOT provided manual counts for several locations in the District. For this study, Volpe picked count locations close to the District border in order to analyze inbound and outbound truck trips. Consultant DMJM Harris performed the manual counts for 8, 10, or 12 hours and then extrapolated 24-hour estimates from these counts. Table 2 shows the traffic composition in selected locations near the District borders based on these data. New York Avenue, Georgia Avenue, Kenilworth Avenue, and Suitland Parkway show the highest absolute volumes of truck traffic. Georgia Avenue and Piney Branch Road² have the greatest percentages of truck traffic among all the locations for which data are available: about 19 percent and 12 percent inbound and 15 percent and 12 percent outbound, respectively.

Table 2. Traffic Composition in Washington, DC: Inbound and Outbound

Location	Inbound			Outbound		
	Total Vehicles	Trucks	Percentage Trucks	Total Vehicles	Trucks	Percentage Trucks
16th St & Kalmia Rd NW	15,827	309	1.95%	14,602	396	2.71%
New York Ave & Bladensburg Rd NE	45,538	3,567	7.83%	45,007	3,485	7.74%
Georgia Ave NW (between Dahlia & Butternut St. NW)	12,060	2,235	18.53%	14,008	2,097	14.97%
Piney Brach Rd NW (between Blair Rd & Cedar St NW)	6,437	802	12.45%	6,800	801	11.78%
Connecticut & Nebraska Ave NW	18,863	859	4.55%	16,745	709	4.23%
Military & Glover Rd NW	15,877	518	3.26%	17,945	627	3.49%
Nebraska Ave & Albemarle St NW	12,715	182	1.43%	2,997	49	1.64%
Canal & Reservoir Rd NW	3,995	25	0.63%	4,798	55	1.15%
Canal Rd & Arizona Ave NW	24,647	778	3.16%	12,442	248	1.99%
Key Bridge & M St NW	23,700	482	2.03%	NA	NA	NA
Interstate 66	53,000	530	1.00%	47,000	470	1.00%
Interstate 395	107,000	270	0.25%	102,000	2,480	2.43%
Route 29 - Lee Highway	25,000	250	1.00%	NA	NA	NA
Pennsylvania & Branch Ave SE	18,748	1,072	5.72%	28,815	2,411	8.37%
Suitland Parkway & Stanton Rd SE	25,408	1,026	4.04%	26,600	1,419	5.33%

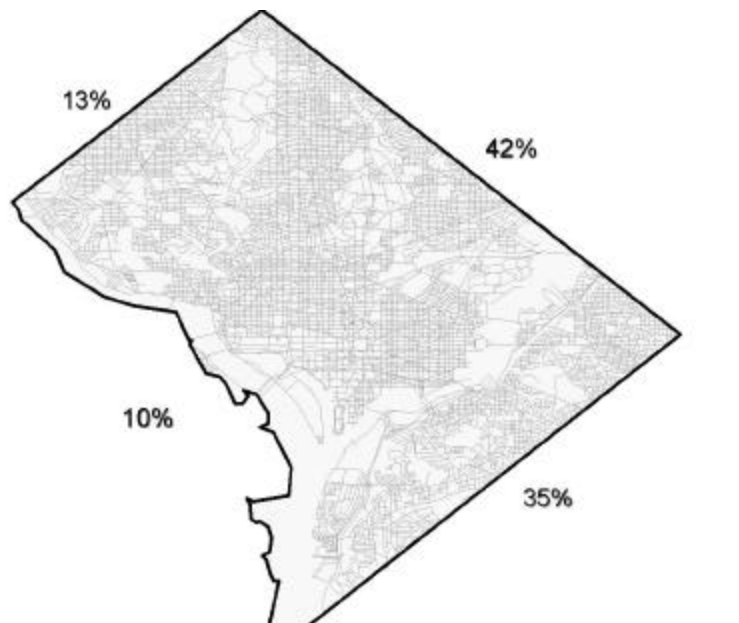
Figure 6 shows how inbound truck traffic is spread along the District border based on the percentage of total truck traffic entering the District from each of its four “sides.”³ More

² The high truck volumes on Piney Branch Road are probably a result of street reconstruction in the area and not a reflection of chronic high truck traffic on this roadway.

³ In the absence of 24-hour counts on every major truck route (including Kenilworth and Rhode Island Avenues for which only AM and PM peak counts are available from MWCOG), the total number of trucks entering the District during any given period cannot be calculated. The data for Figures 6 and 7 were adjusted to account for incomplete cordon line counts. However, this introduces additional opportunity for error. The values in the figures should be taken as estimates of general trends rather than as exact percentages.

than 40 percent of trucks entering the District come in via the northeastern border with Maryland. This is expected since the Maryland suburbs to the east of the District and the eastern part of the District are home to many warehouses and transfer points, particularly along New York Avenue and in the Landover and Lanham, Maryland, areas. Additionally, truck traffic from Baltimore, New York City, and other locations on the Eastern Shore enters the District from the east. There is also substantial truck traffic from Maryland into southeast Washington.

Figure 6. Entrance Points for Inbound Truck Traffic



For outbound traffic, over 75 percent of trucks leaving the District between 3 PM and 8 PM leave via the District's eastern and southern borders with Maryland, as shown in Figure 7.

In summary, the data show that more trucks enter the District from Maryland than from Virginia. Also, inbound and outbound truck traffic is heavily concentrated to the east and south of the District.

2.3.2 Truck Traffic Composition by Size

Figures 8 and 9 show the distribution of trucks by size at the locations shown in Table 2. To simplify the analysis, FHWA classes 5-13 have been collapsed into five categories as shown in Table 3.

Figure 7. Exit Points for Outbound Truck Traffic

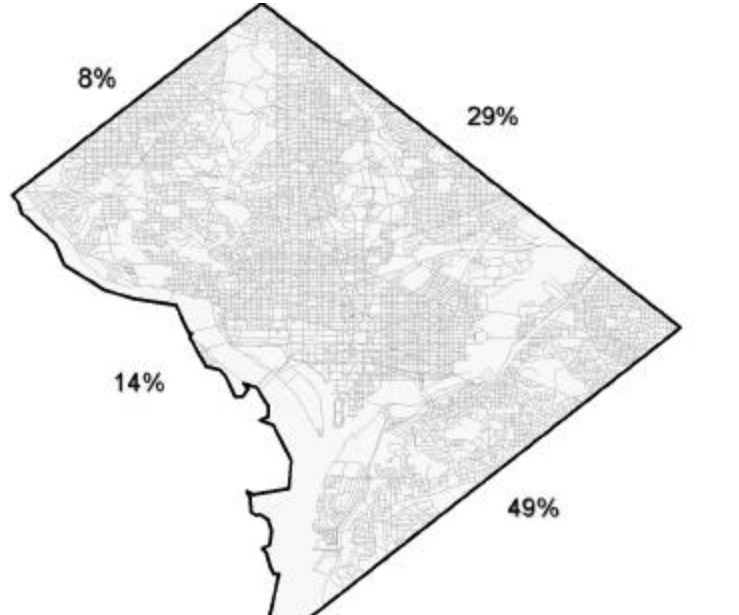


Table 3. Truck Classifications

Classification	Single/Multiple Unit	FHWA Class ⁴
Light truck (2 axles, 4 tires)	Single	3
Heavy truck (2 axles, 6 tires)	Single	5
3-axle	Single	6
4-axle	Single	7
Combination tractor-trailer trucks	Multiple	8-13

Figures 8 and 9 show that the majority of trucks entering the District are light (4-tired) and heavy (6-tired) 2-axle vehicles. However, New York, Pennsylvania, and Georgia Avenues show a relatively high percentage of large trucks (3- or 4-axle single-unit vehicles, or combination vehicles) inbound. In addition to these locations, Military and Piney Branch Roads have high percentages of large trucks outbound. Georgia Avenue has the highest percentage of combination trucks, where they account for almost 40 percent of the inbound and 35 percent of the outbound truck traffic. While their overall volumes might be small, large trucks impact traffic disproportionately because of their large size and difficulty maneuvering tight curves and intersections with acute angles.

⁴ Classes 1, 2, and 5 represent motorcycles, passenger cars, and buses, which were not included in this analysis.

Figure 8. Average Daily Truck Traffic Composition: Inbound

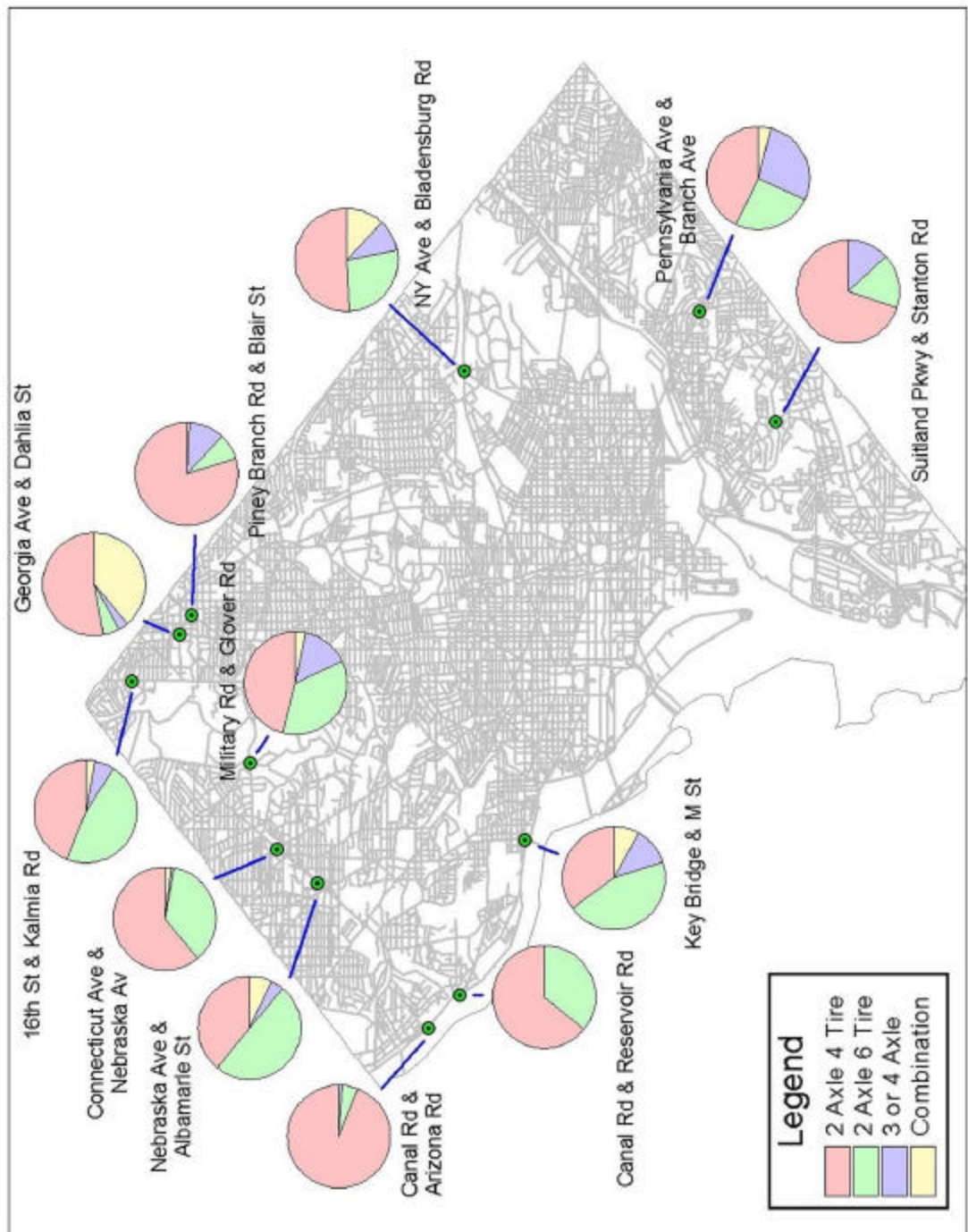
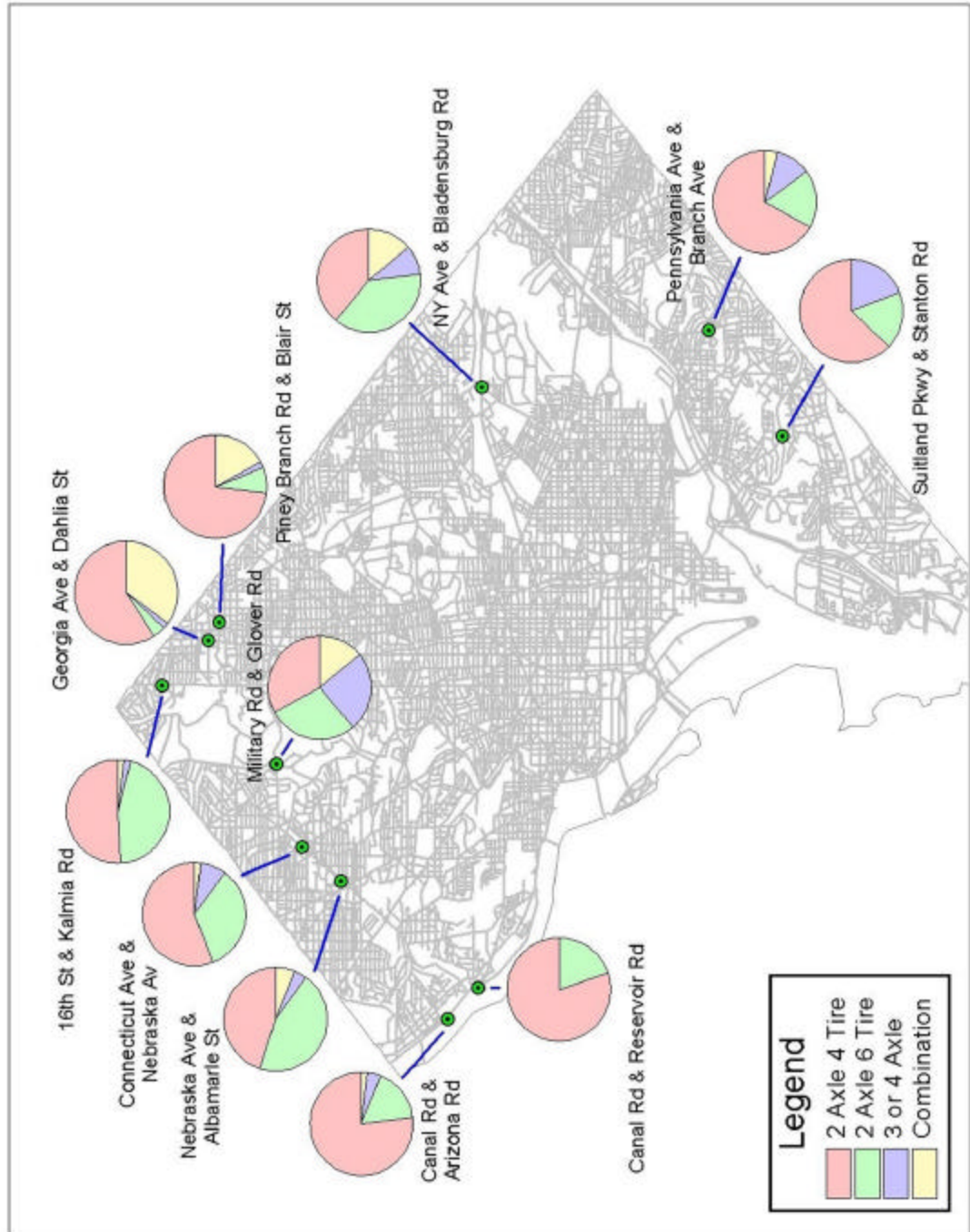


Figure 9. Average Daily Truck Traffic Composition: Outbound



Parts of the District experience heavy construction-related truck traffic, depending on the location of major construction sites at any given time. Because of the location of gravel quarries and concrete facilities, many construction-related trucks enter the District from Maryland to the east and from Virginia to the west carrying materials to construction sites.

2.3.3 Truck Traffic Composition by Weight

Automated weigh in motion (WIM) sensors at three locations in the District continuously collect truck weight data. Table 4 shows a typical count for the WIM station on New York Avenue eastbound near the Maryland border. The 2-axle, 6-tire trucks have the lowest percentage of overweight vehicles. The 4-axle, single-unit trucks—large box trucks and dump trucks—have the highest overweight percentage. While the data do not indicate the purpose of the truck trips, many of these overweight trucks are dump trucks and may be hauling materials to and from construction sites.

Table 4. WIM Data for New York Avenue Eastbound

FHWA Class	Description	Total Vehicles Counted	Average GVW	Number of Overweight Vehicles	Percentage of Overweight Vehicles
5	2-axle, 6-tire, single-unit trucks	115,960	12,402	3,563	3.3
6	3-axle, single-unit trucks	32,624	45,238	11,985	40.8
7	4-axle, single-unit trucks	4,379	71,494	3,623	92.6
8	4-axle, single-trailer trucks	4,661	32,415	507	12.1
9	5-axle, single-trailer trucks	20,466	48,301	2,626	14.5
10	6-axle, single-trailer trucks	408	66,076	134	38.7
11	5-axle multi-trailer trucks	284	39,907	12	4.6
12	6-axle, multi-trailer trucks	125	60,808	4	3.7
13	7-axle, multi-trailer trucks or larger	5	105,792	4	80

Note: GVW = Gross Vehicle Weight

Source: DDOT

2.4 TRUCK TRAFFIC IN DOWNTOWN LOCATIONS

DMJM Harris supplied truck traffic volumes for 20 downtown locations. Table 5 shows morning and afternoon peak period traffic counts at these locations, as well as the number and percentage of trucks. The counts are the sum of travel in both directions.

Table 5. Truck Traffic in Downtown Locations

Intersection	Morning Peak			Afternoon Peak		
	Vehicles	Trucks	% Trucks	Vehicles	Trucks	% Trucks
1st Street & Louisiana Avenue NW	1,438	56	3.89	1,563	60	3.84
11th & K St NW	1,716	231	13.46	2,089	74	3.54
12th Street & Pennsylvania Ave NW	2,349	119	5.07	2,403	93	3.87
14th & K St NW	2,946	270	9.16	3,502	161	4.60
16th & K St NW	4,008	132	3.29	3,580	145	4.05
17th & E St NW	2,597	121	4.66	2,653	30	1.13
18th & K St NW	2,957	237	8.01	3,319	255	7.68
20th & E St NW	4,179	102	2.44	3,994	134	3.36
24th Street & Pennsylvania Ave NW	2,116	71	3.36	1,792	22	1.23
2nd St & Constitution Ave NW	2,955	118	3.99	2,510	101	4.02
3rd St & Pennsylvania Ave NW	2,024	83	4.10	1,956	88	4.50
6th St & New York Ave NW	3,292	267	8.11	3,348	193	5.76
7th St & Pennsylvania Ave NW	2,922	398	13.62	3,565	438	12.29
7th & Q St NW	1,102	58	5.26	1,200	29	2.42
9th St & Constitution Ave NW	3,423	87	2.54	3,307	181	5.47
Connecticut Ave & L St NW	3,330	125	3.75	2,813	115	4.09
Pennsylvania & Constitution Ave NW	4,161	164	3.94	4,133	68	1.65

On average, trucks compose about 5.5 percent of traffic during the AM peak and about 4.5 percent of traffic during the PM peak. The main commercial streets, such as K Street and Pennsylvania Avenue, show higher percentages of truck traffic in the peak periods, ranging from 8 to 13 percent. Generally, the percentage of truck traffic in the downtown area is higher in the morning because mail and parcel delivery companies make deliveries to coincide with the beginning of the business day, and because perishable goods are delivered to restaurants each morning.

The truck type distributions for these downtown locations are shown in Figures 10 and 11. Not surprisingly, light 4-tire, 2-axle and heavy 6-tire, 2-axle trucks make up almost 90 percent of truck traffic during the AM and the PM peaks. These are the smaller trucks typically used by parcel delivery services and the U.S. Postal Services (USPS) in the District. Many of the larger 3- and 4-axle trucks are used for beverage deliveries.

Figure 10. Truck Traffic Composition in the District: AM Peak

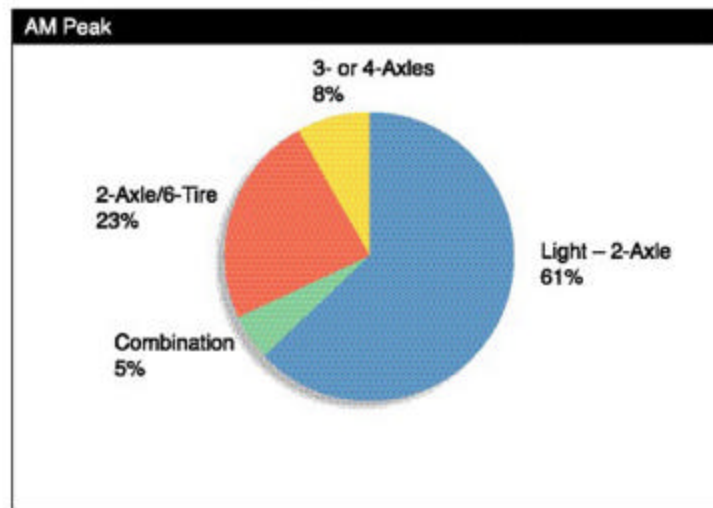
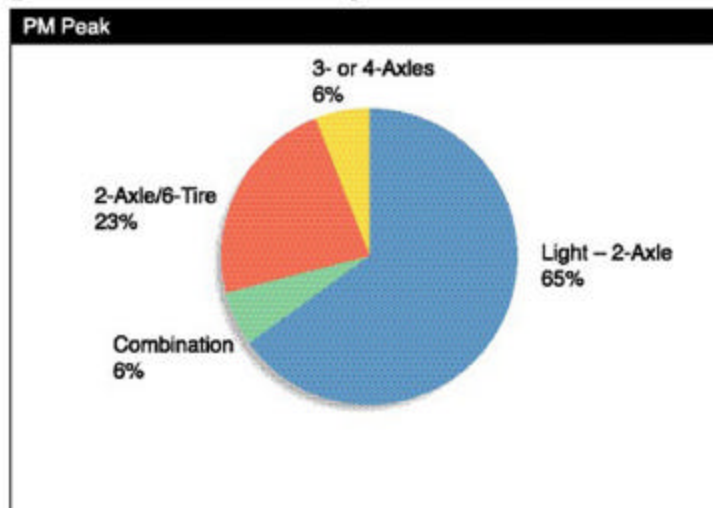


Figure 11. Truck Traffic Composition in the District: PM Peak



Figures 12 and 13 show AM and PM peak period truck type compositions for each downtown location analyzed. Locations on the outskirts of the downtown tend to have higher volumes of combination type trucks, while the central locations have mostly 2-axle

light and heavy trucks. Also, intersections that include one of the major de facto truck routes mentioned earlier tend to have higher volumes of larger trucks than non-arterial downtown streets.

2.5 TRUCK TRAFFIC FORECASTS

In the absence of comprehensive truck travel counts over a period of time to assess trends and forecast future truck traffic in the District, employment and land use data were used to model future truck trips in the District. Volpe followed the *FHWA Quick Response Freight Manual* (1996) guidelines to model truck trips in the District for a horizon year of 2015.

Table 6 shows truck trip generation rates obtained from the quick response freight manual. The values in the table represent the number of truck trips generated per day per employee or household, depending on land use. These values were applied to employment data supplied by MWCOG for each traffic analysis zone (TAZ) in the Washington, DC area for the years 2000-2015. Figures 14 and 15 show the estimated truck trips by TAZ for the years 2005 and 2015. They show that the major new truck trip generation areas will be south of the Beltway and north of the District. Along with the predicted land use changes, there will be construction-related truck traffic for new developments.

Table 6. Truck Trip Generation Rates for Commercial Vehicles

Generator	Commercial Vehicle Trip Destinations ⁵ per Unit per Day			
	4-Tire Vehicles	Single-Unit Trucks (6+ Tires)	Combinations	TOTAL
Employment:				
Agriculture, Mining, and Construction	1.110	0.289	0.174	1.573
Manufacturing, Transportation, Communications, Utilities, and Wholesale Trade	0.938	0.242	0.104	1.284
Retail Trade	0.888	0.253	0.065	1.206
Office and Services	0.437	0.068	0.009	0.514
Households	0.251	0.099	0.038	0.388

Source: *FHWA Quick Response Freight Manual*, 1996

⁵ Consistent with the *FHWA Quick Response Freight Manual*, all trips are assumed to be round trips to and from each TAZ. This means that the number of truck trips originating in the TAZ is equal to the number of truck trips destined for the TAZ.

Figure 12. Truck Traffic Composition in Downtown Locations: AM Peak

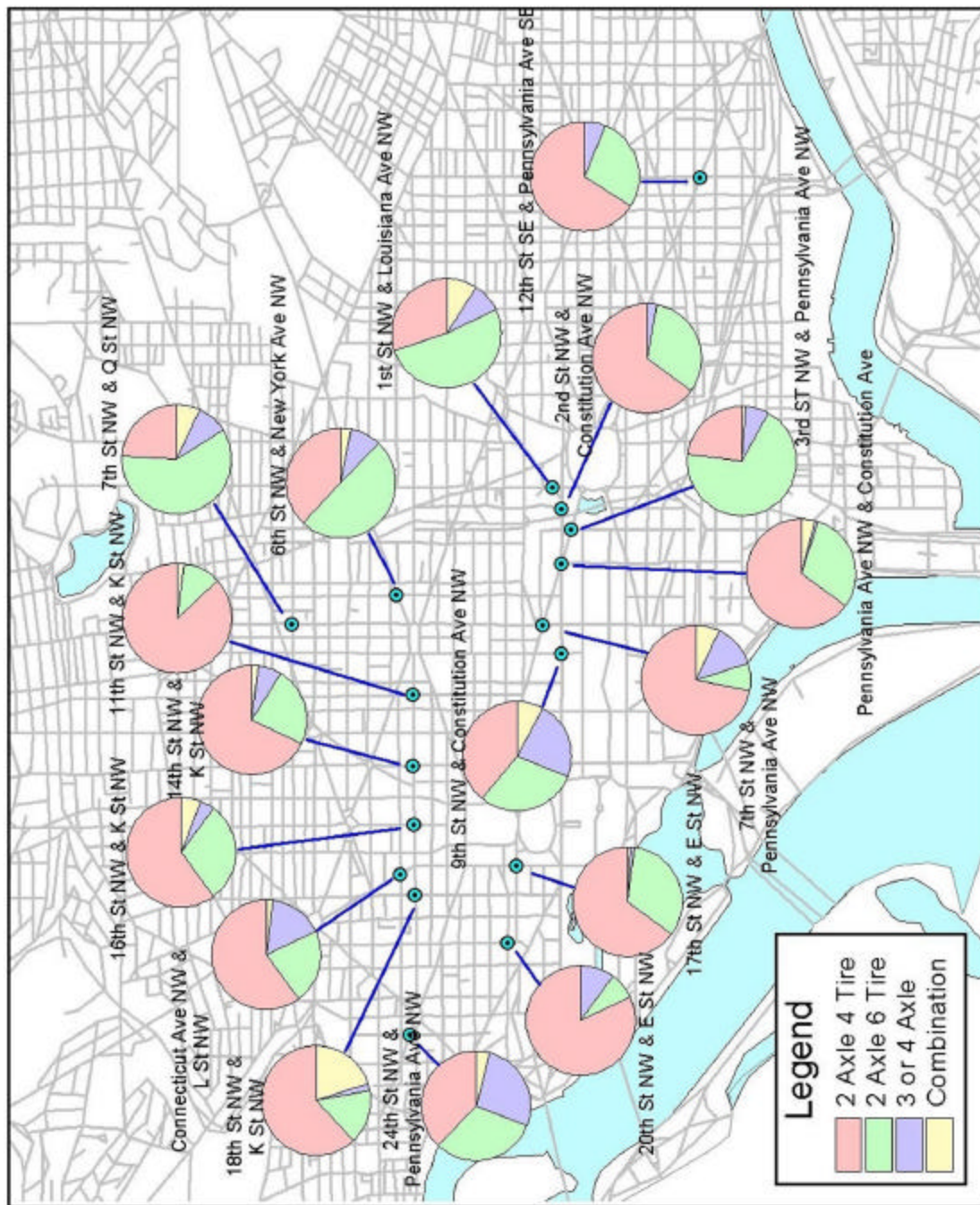


Figure 13. Truck Traffic Composition in Downtown Locations: PM Peak

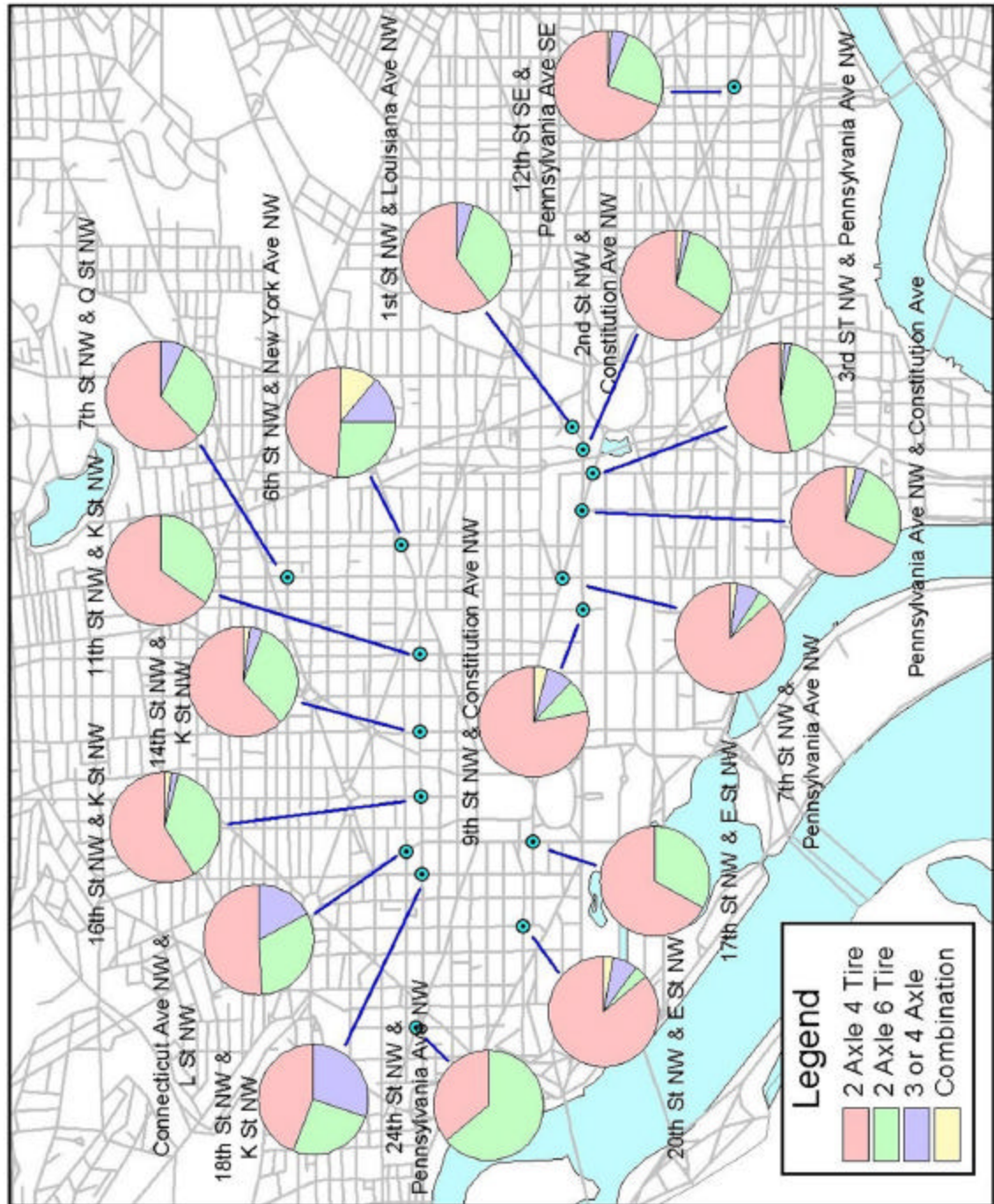


Figure 14. Estimated Truck Trip Generation by Traffic Analysis Zone, 2005

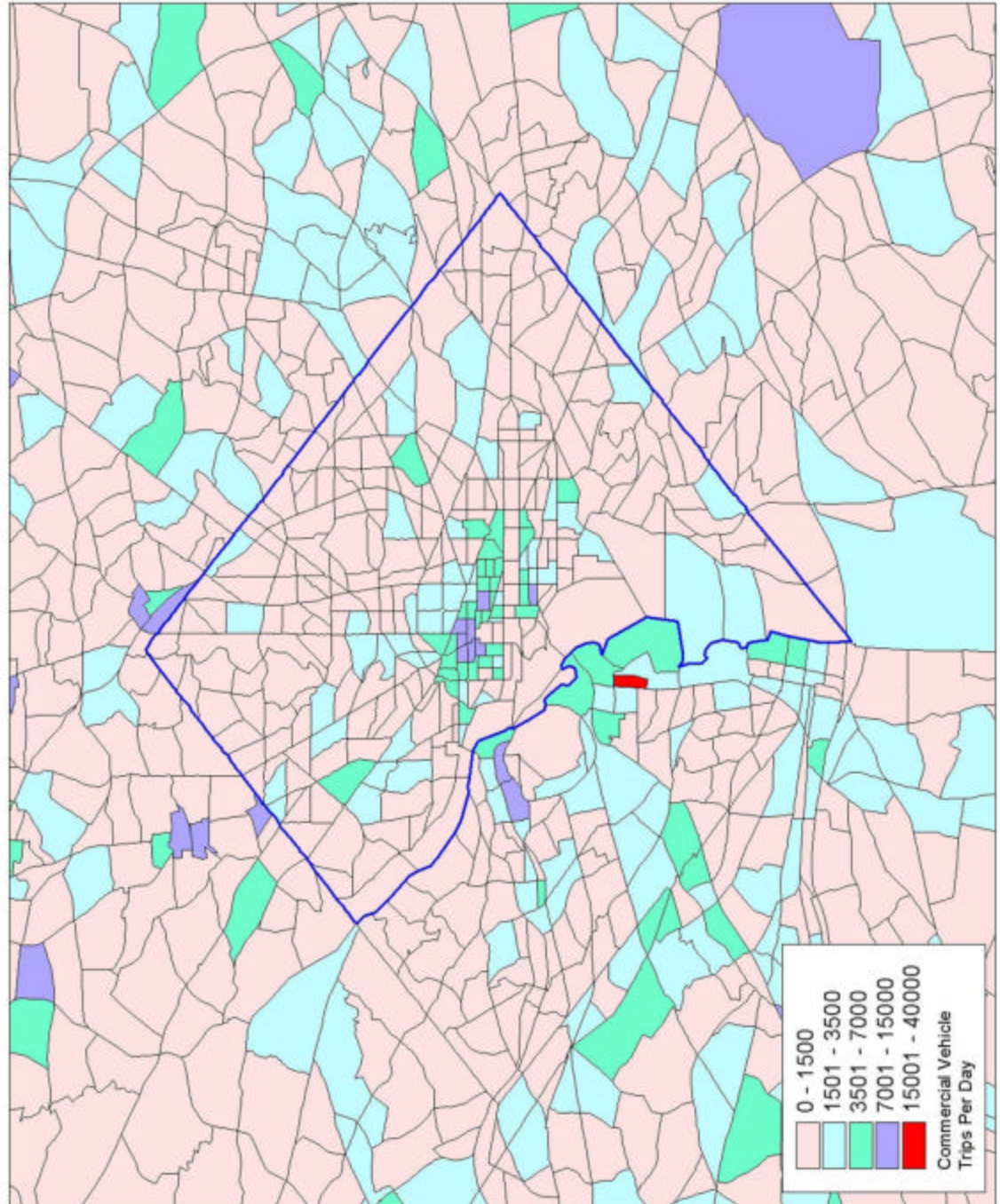
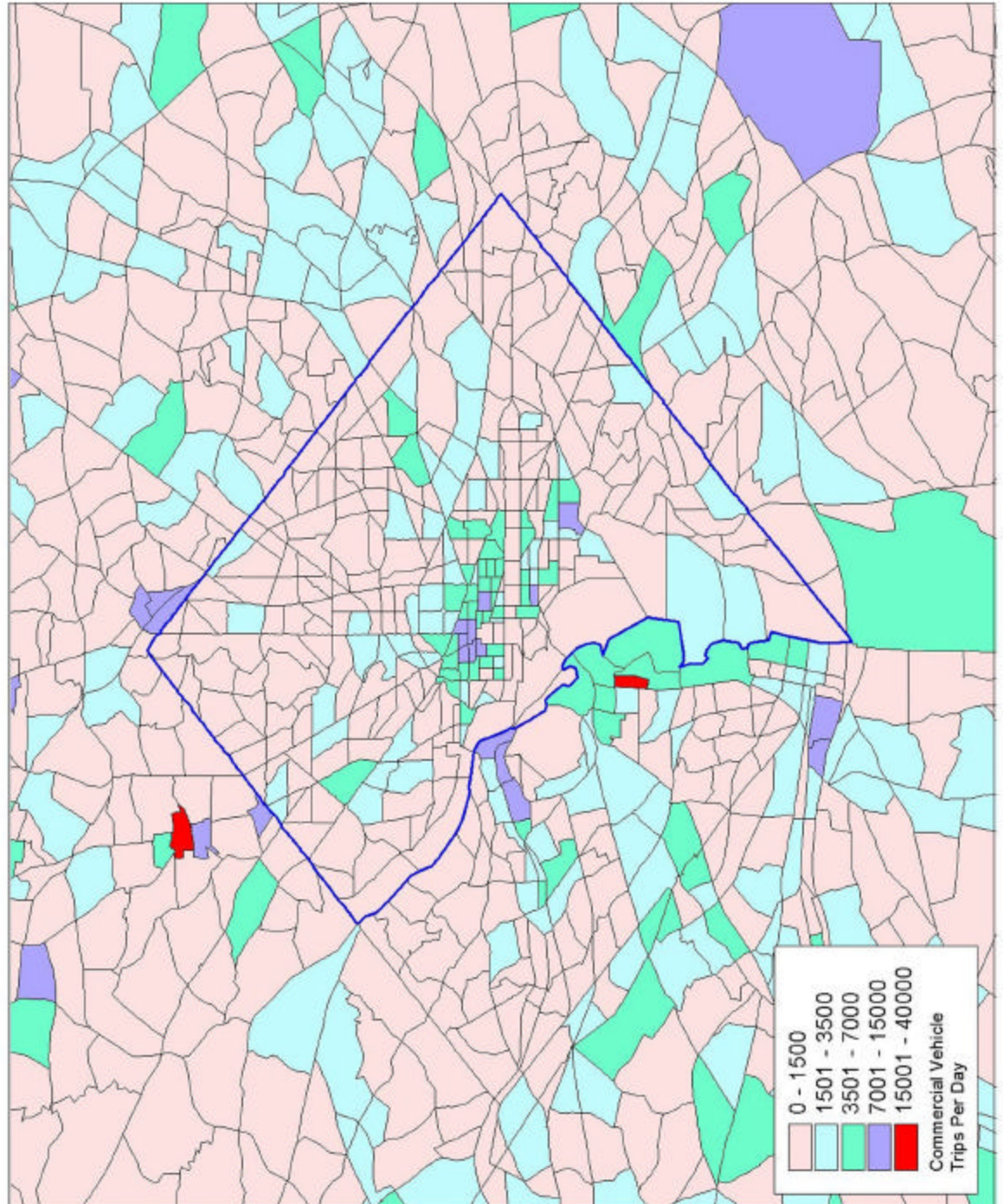


Figure 15. Estimated Truck Trip Generation by Traffic Analysis Zone, 2015



2.6 EXISTING TRUCK RESTRICTIONS

DDOT has restricted truck access on many streets in the city. Most of the restrictions are on residential streets and were enacted as a result of complaints from residents. Current truck restrictions fall into five categories:

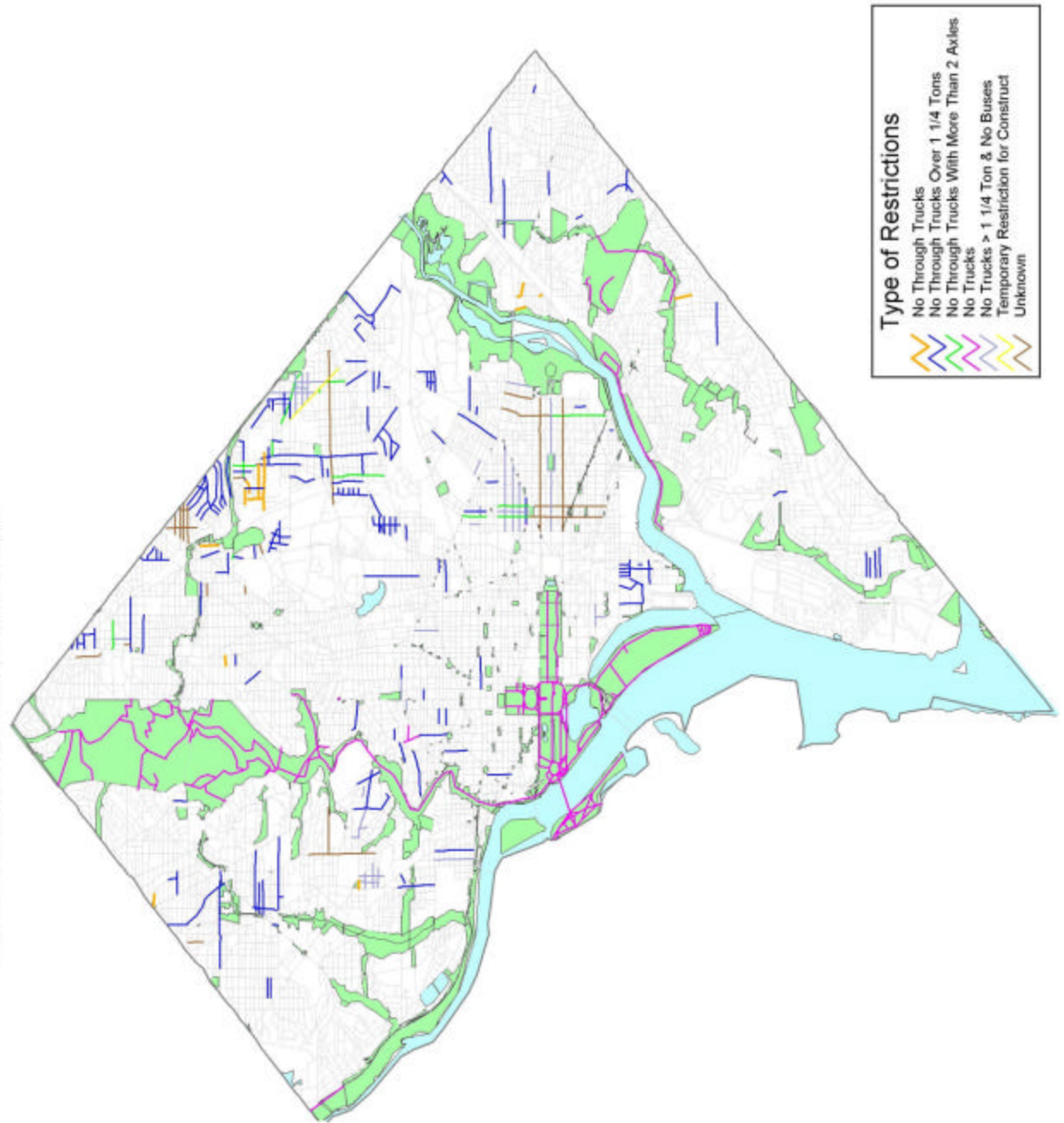
- No through trucks
- No through trucks over 1¼ tons
- No through trucks with more than 2 axles
- No trucks or buses
- No trucks over 1¼ tons and no buses

Figure 16 shows the existing truck restrictions in the District, as reported by DDOT TSA. It also includes roads owned by the National Park Service (NPS), most of which prohibit trucks. Many restrictions are in the high-truck-traffic areas in the eastern part of the District, and largely residential areas in the northern part of the District.

There are several “restriction mismatches” between the District and the neighboring states of Maryland and Virginia—locations where truck restrictions on one side of the District border are not consistent with restrictions on the other side of the border. According to MWCOG staff, the most important mismatches are listed below:

- Washington Boulevard (VA 27) in Arlington, Virginia permits trucks as far as the off-ramp to the north side of the Pentagon (just prior to the Boundary Channel Bridge, which is the District border with Virginia). However, when it crosses into the District on Columbia Island, it is a parkway under the jurisdiction of the NPS, where trucks are prohibited.
- US 50 (Constitution Avenue NW in the District) permits trucks east of about Virginia Avenue NW. To the west of Virginia Avenue, it is under the jurisdiction of the NPS and trucks are prohibited. Trucks may not use Constitution Avenue, NW between Virginia Avenue and the Theodore Roosevelt Bridge, nor may they use the bridge itself.
- US 50 (Arlington Boulevard) in Virginia, where trucks weighing more than 8 tons are prohibited between Rosslyn (Fort Myer Drive) in Arlington County and Lee Highway (US 29) at Fairfax Circle in Fairfax County. Note that this is a mismatch only for trucks that may legally operate on US 50 in Virginia (those with a gross weight less than or equal to 8 tons).
- Connecticut Avenue NW in the District, on which trucks are restricted on the Maryland side of the Maryland-Washington border between Chevy Chase Circle and MD 410, the East-West Highway. This causes many trucks to divert to Military Road when entering and exiting the District from the northwest. Some truck traffic also goes on Western Avenue NW from Chevy Chase Circle to reach Wisconsin Avenue (MD 355) or River Road (MD 190), both of which are free of truck restrictions in Maryland.

Figure 16. Existing Truck Restrictions



- Suitland Parkway, on which the NPS bans trucks on the Maryland side of the border with the District. Inside the District, trucks are permitted to use Suitland Parkway. However, trucks may not use the Parkway from the Alabama Avenue SE exit to the Maryland border because this is the last exit before NPS jurisdiction begins.
- Macarthur Boulevard NW in the District, on which signs in the District encourage truck use. However, on the Maryland side of the border, trucks and buses with more than four wheels are banned. This ban is necessary because the roadway on the Maryland side of the border was constructed over the Washington Aqueduct, a masonry conduit constructed in the 19th century that carries drinking water into the District. This old aqueduct does not have the structural strength to support heavy vehicles.
- Interstate 66 between Rosslyn and Interstate 495 in Virginia prohibits trucks. Although trucks are generally not prohibited from interstates, this truck prohibition was included as a compromise that allowed construction of this controversial project in the late 1970s. Trucks are not permitted to use the Theodore Roosevelt Bridge, which carries Interstate 66 and US 50 across the Potomac River. Because most trucks may not use US 50 and Interstate 66 between the Monumental Core and Georgetown areas of the District and Virginia, they generally use US 29 (K Street NW, the Whitehurst Freeway NW and the Key Bridge NW in the District; the Lee Highway and a short portion of Old Dominion Drive in Arlington County; Washington Street in the City of Falls Church; and again Lee Highway between Falls Church and Fairfax Circle in Fairfax County).

2.7 CRASHES

The MPD regularly collects crash data, which DDOT TSA staff analyze. Table 7 shows the number of crashes by different vehicle types from 2000 to 2002. About 10 percent of all crashes involve trucks. However, trucks constitute only about 5 percent of traffic. Trucks, then, are over-represented in crash rates relative to their percentage of total traffic.

As expected, truck crashes are concentrated on the streets with the heaviest truck traffic—New York Avenue, North and South Capitol Streets, 14th Street, and Pennsylvania Avenue. The intersections with the most crashes involving trucks are shown in Figure 17 and are listed below:

- Bladensburg Road and New York Avenue NE
- North Capitol Street and New York Avenue
- Florida and New York Avenues NE
- South Capitol and I Streets
- 14th and U Streets NW
- Minnesota and Pennsylvania Avenues SE
- 14th and K Streets NW
- Georgia and Missouri Avenues NW
- 14th Street and Rhode Island Avenue

Figure 17. High Truck Accident Locations: 2002



- Branch and Pennsylvania Avenues SE
- Fairlawn and Pennsylvania Avenues SE
- North Capitol Street and Florida Avenue
- North Capitol and K Streets
- Florida and West Virginia Avenues NE

Table 7. Crashes by Type of Vehicle⁶

	2000		2001		2002	
	Total Crashes	% of Total Crashes	Total Crashes	% of Total Crashes	Total Crashes	% of Total Crashes
Passenger Auto	17,299	72	16,970	73	16,516	73
Trucks	2,471	10	2,275	10	2,269	10
Buses	999	4	972	4	974	4
Motor-cycle	211	1	196	1	156	1
Bicycle	314	1	297	1	234	1
Taxi Cabs	1,582	7	1,488	6	1,562	6
Unknown	1,239	5	1,035	5	1,055	5

Source: DDOT

2.8 INSPECTION AND WEIGH SITES

The MPD and DDOT work together to conduct periodic inspections of trucks. The most common locations for temporary inspection sites are New York Avenue near the Maryland border (both directions) and the Wilson Bridge, the 13th Street Bridge, K Street in downtown, and West Virginia Avenue NE.

In addition, DDOT has three locations for weigh in motion stations (data from which has been discussed in Section 2.3.3). These are located on New York Avenue near the border with Maryland (both directions), Interstate 295, and the Sousa Bridge. DDOT expects to install a fourth station on Interstate 295 near the District border in the near future.

⁶ The information presented in the table is limited to accidents in which more than \$2,000 worth of damage was done to the vehicles or in which someone was injured.

2.9 CONCLUSIONS

Truck traffic bound for the District enters the city primarily from Maryland on the eastern and southern borders of the District, where the majority of industrial activity is concentrated. This is also the main location in which combination type tractor-trailers are found in large numbers. In other parts of the city, and especially downtown, most of the truck traffic is light, 2-axle vehicles.

Truck crashes are common at some intersections with high truck traffic volume like New York Avenue and Bladensburg Road. DDOT has already identified most of these intersections and considers them important locations for safety improvements. Any infrastructure improvements at these locations must include consideration of the truck traffic operating in these areas.

The District has no defined truck routes; however, a de facto truck route system has developed over time. This system exists in conjunction with a patchwork of ad hoc truck restrictions. Truck traffic in the District would benefit from rationalization of routes and restrictions. Also, the restriction mismatches discussed in this section should be addressed through regional cooperation between the District and adjoining states.